

OUR JOBBING DEPARTMENT  
HAVING been REPLEN-  
ISHED with a large as-  
sortment of the latest European  
and American Novelties,  
we are prepared to receive  
orders for PARCO WORK with  
readiness and despatch, and at  
very moderate rates.

CHINA MAIL OFFICE

# The China Mail.

Established February, 1845.

No. 10,000

號七月三五十九百八千一英

HONGKONG, THURSDAY, MARCH 7, 1895.

日一月二年未乙

Price, \$2.50 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. Atkin, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTCH, 14, Cornhill. E.C. BATES HENDY & Co., 37, Waterloov. E.C. SAMUEL DEACON & Co., 160 & 164, Leadenhall Street. W. M. WILLS, 151, Cannon Street. E.C. ROBERT WATSON, 150, Fleet Street.

PARIS AND EUROPE:—MAYENCE, FAVER & Co., 18, Rue de la Grange Bateliere.

NEW YORK:—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 02, West 22d Street.

SAN FRANCISCO and American Ports generally.—BAIN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GODFREY & GOTCH, Melbourne and Sydney.

CEYLON:—W. M. SMITH & Co., THE ANTHROPOLOGIC CO., Colombo.

SINGAPORE, STRAITS, &c.—KELLY & WALSH, LTD., Singapore.

CHINA:—MCCARTY, A. A. DA CRUZ, AMoy, N. MOALIE & Co., LIMITED, Foochow, HEEKE & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yunnan, LANE, CRAWFORD & Co., and KELLY & Co.

BANKS.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSITS at 5 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,  
T. JACKSON,  
Chief Manager.  
Hongkong, May 15, 1893. 1615

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.  
HEAD OFFICE, LONDON.

CAPITAL PAID-UP ... \$2,000,000  
RESERVE LIABILITY OF SHARE-  
HOLDERS ... \$2,000,000  
RESERVE FUND ... \$276,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balance.

On Fixed Deposits for 12 months 5%  
" " 6%  
" " 3% 8%

A. C. MARSHALL,  
Manager, Hongkong.

Hongkong, May 17, 1894. 255

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL, £2,000,000.

CAPITAL CALLED UP, £20,000,15.0.

Bankers:  
CAPITAL & COUNTRIES BANK, LIMITED.  
Head Office:  
3, PRINCES STREET, LONDON.

BANCHES:  
BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

AGENTS:  
PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST  
Allowed on Current Accounts and Fixed Deposits can be ascertained on application. Every description of Banking and Exchange business transacted.

CHARTERED INCHBALD,  
Manager.  
Hongkong, November 6, 1893. 247

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, £1,000,000.

SUBSCRIBED CAPITAL, £500,000.

HEAD OFFICE—HONGKONG.

Court of Directors:  
D. GILLES, Esq. H. STOLTERHOFF, Esq.  
CHAN KIT SHAN, Esq.  
CHOW TUNG SHANG, Esq.

KWAH HOI CHUEN, Esq.  
Geo. W. E. PLAYFAIR,  
Interest for 12 months Fixed 5%.

Hongkong, October 23, 1894. 1711

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$10,000,000.

RESERVE FUND, \$5,000,000.

RESERVE LIABILITY OF PROPRIETORS, \$10,000,000.

Court of Directors:  
J. S. MOSS, Esq.—Chairman.

J. KRAMER, Esq.—Deputy Chairman.

R. M. Gray, Esq. S. C. Michaelson,

C. J. Holliday, Esq. Esq.

Hon. J. J. Kewick. D. R. SASSOON, Esq.

Hon. A. Macdonachio. N. A. Siobs, Esq.

CHINA MANAGER: Hongkong, Esq.

MANAGER: Shanghai—H. M. BEVIL, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2% per cent. per annum on the daily balance.

On FIXED Deposits—

For 3 months 3 per cent. per annum.

" 6 " 4 "

" 12 " 6 "

T. JACKSON,  
Chief Manager.

Hongkong, February 16, 1895. 244

## Intimations.

VICTORIA RECREATION CLUB.

A MEETING of MEMBERS will be held in the GYMNASIUM, on FRIDAY, the 8th Instant, at 5 p.m., to consider the Bathing arrangements for the ensuing year.

E. D. SANDERS,  
Hon. Secretary.

Hongkong, March 6, 1895. 467

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twenty-Sixth Ordinary Annual MEETING of SHAREHOLDERS in the above Company will be held at the OFFICES of the Company, Pedder Street, on SATURDAY, the 9th Instant, at Noon, to receive Statement of Accounts to 31 December, 1894, and the Report of the General Manager, and to elect a Consulting Committee and Auditors.

The Transfer BOOKS of the Company will be CLOSED from the 23rd Instant to the 9th PROXIMO, both days inclusive.

JARDINE, MATHERSON & Co.,  
General Managers,  
Hongkong, February 11, 1895. 310

HONGKONG MUTUAL STEAM NAVIGATION COMPANY.

LIMITED.

ASBESTOS PACKINGS of every description.

ASBESTOS SHEETINGS, MILLBOARDS, &c.

ASBESTOS NON-CONDUCTING COMPOSITION for COVERING BOILERS and STEAM PIPES.

CANVAS CORE PACKING (Tuck Form).

SPECIAL ENGINE and CYLINDER OILS.

ASBESTOLINE, the Most Economical Lubricant, one pound equal to 5 gallons of Oil.

Messrs. BELL'S ASBESTOS Co. received the only Gold Medal awarded to the trade, International Inventions Exhibition, and the only Medal, Antwerp Exhibition 1894.

ALL GOODS bearing TRADE MARK GUARANTEED.

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## Business Notices.

BELL'S ASBESTOS EASTERN AGENCY,

LIMITED,

28, Queen's Road Central.

BELL'S ASBESTOS.

HONGKONG, March 6, 1895. 467

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

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279

## Business Notices.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named—

FOR SHIPSHIP. DATE. REMARKS.

SHANGHAI AND KOBE Manila, Noon, 8th March. Freight or Passage.

SHANGHAI Ganges. About 9th March. Freight or Passage.

YOKOHAMA Siam. About 9th March. Freight or Passage.

LONDON, &c., Hobart. Noon, 14th March. See Special Advertisement.

JAPAN Ancon. Noon, 15th March. Freight or Passage.

LONDON (Direct). Malacca. About 20th March. Freight or Passage.

LONDON Marseilles. Aden. About 27th March. Freight or Passage.

For further Particulars, apply to

P. & O. S. N. Co.'s Office, ALE. WOOLLEY, Acting Superintendent.

Hongkong, March 5, 1895. 465

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

The Co.'s Steamship Emerald.

Captain TAYLOR, will be despatched for the above

Port on FRIDAY, the 8th Inst., at 5 p.m.

This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric Light.

For Freight or Passage, apply to

SHEWAN & Co., General Managers.

Hongkong, March 5, 1895. 465

W. POWELL & Co.

G R E A T C L E A R A N C E

S A L E

SEE EXPRESSES.

W. POWELL & Co.

Hongkong, March 6, 1895. 465

Intimations.

NORDDEUTSCHER LLOYD.

WING to the late arrival of the Company's steamer Ainsworth from Japan, the Departure of the Steamship

PRINZ HEINRICH

carrying the German Mails for EUROPE, &c., is Fixed for FRIDAY MORNING,

the 8th Instant, at 2 a.m.

MELOHES & Co., Agents.

Hongkong, March 4, 1895. 465

VICTORIA RECREATION CLUB.

ATHLETIC SPORTS.

IT is proposed to hold an ATHLETIC MEETING on SATURDAY, 9th April, under A. A. B. B. (Babes) (subject to sufficient Entries being received).

EVENTS.

1.—120 yards Flat Race (Handicap).

&lt;

## Entertainment.

HONGKONG AMATEUR DRAMATIC CLUB.  
By SPECIAL REQUEST, there will be ONE MORE PERFORMANCE of 'ROBINSON CRUSOE,'

ON

SATURDAY,

the 9th March, 1895, at 9 p.m.  
Under the Patronage of COMMODORE BOYES, R.N., and the Officers of Her Majesty's Fleet.

Box Office opens at Messrs. LANE, CRAWFORD &amp; Co. on Thursday, the 7th March, at 10 a.m.

Hongkong, March 4, 1895. 448

AUCTIONS.

PUBLIC AUCTION  
of  
VALUABLE HOUSEHOLD  
FURNITURE, PIANOS, &c.

THE Undersigned has received instructions to sell by Public Auction, on

SATURDAY,

the 9th March, 1895, commencing at 2.30 p.m., at Sales Rooms, Duddell Street,

(For Sundry Accounts).

A LARGE QUANTITY OF  
VALUABLE HOUSEHOLD  
FURNITURE,

Comprising—

HANDSOME DRAWING ROOM SUITE,  
SADDLE-RACK and FANCY CHAIRS, CANTON  
BLACKWOOD MABLE-TOP TABLES-POYS and  
STOOLS, LARGE BLACKWOOD CUPBOARD,  
CABINET, CARD TABLES, MABLE-TOP and  
FANCY TABLES, OIL-PAINTINGS, WATER-  
COLOURS, ENGRAVINGS, ORNAMENTS, CARV-  
INGS, CLOCKS, BRASS FENDERS, IRON FEND-  
ERS, GARNETS, RUGS, CURTAINS.

ONE COTTAGE PIANO by CHATELL and  
CO. (NEARLY NEW), in FINE CONDITION.

ONE COTTAGE PIANO by COLLARD and  
COLLARD, in GOOD CONDITION.

ONE VERY HANDSOME TEAK CARVED  
SIDEBOARD with BEVELLED GLASSES, SE-  
VERAL SMALLER SIDEBOARDS, and DINNER  
WAGGONS.

Two EXTENSION DINING TABLES and  
CHAIRS, BOOKCASES, DINNER and DESSERT  
SERVICES, ELECTRO-PLATE and GLASS  
WARE, CUTLERY, LANTERS, CENTRE STANDS,  
PANTRY REQUIREMENTS.

SINGLE and DOUBLE IRON BEDSTEADS with  
WIRE and HAIR MATTRESSES, BEDDING,  
MARBLE-TOP WASHSTANDS and DRESSING  
TABLES, BUREAU DRESSING TABLES, FANCY  
RAFFIAN CHAIRS, CHILDREN'S COATS, FABRI-  
CATORIUM and SUNDRY BED-ROOM FURNI-  
TURE.

VERY HANDSOME SINGLE and DOUBLE  
WARDROBES with BEVELLED and PLAIN  
PLATE GLASS DOORS, LINEN WARDROBES,  
IRON COOKING STOVES and COOKING  
UTENSILS.

SEVERAL SHANGHAI BATHS and BATH-  
ROOM REQUIREMENTS.

SEVERAL NEW JAPANESE RICKSHA  
&c., &c., &c.

Catalogues will be issued prior to Sale.  
On View from Friday, the 8th March.

TERMS OF SALE.—As customary.  
GEO. P. LAMMERT,  
Auctioneer.

Hongkong, March 5, 1895. 461

NOTICES to Consignees.

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP MACDUFF,  
FROM GLASGOW, LIVERPOOL AND

STRAITS.

CONSIGNEES of Cargo are hereby in-  
formed that all Goods are being  
landed at their risk into the Godowns of  
the HONGKONG and KOWLOON WHARF AND  
GODOWN CO., at Kowloon, whence and/or  
from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before Noon  
To-DAY.

No Claims will be admitted after the  
Goods have left the Godowns, and all Goods  
remaining undelivered after the 12th Inst.,  
will be subject to rent.

All Claims against the Steamer must be  
presented to the Undersigned on or before  
the 12th instant, or they will not be re-  
cognized.

All broken, chafed, and damaged Goods  
are to be left in the Godown, where they  
will be examined on the 12th Inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, March 6, 1895. 468

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE S.S. 'Catherine' having arrived  
from the above Ports, Consignees of  
Cargo are hereby informed that their  
Goods will be delivered from alongside.

Cargo impeding the discharge or remain-  
ing on board after the 7th instant, at Consignee's  
risk and expense into the Godown of the  
WANCHAI WAREHOUSE and STOREAGE CO.,  
Ltd., Wanchai.

Consignees of Cargo from SINGAPORE and  
PENANG are requested to take immediate  
delivery of their Goods, from alongside; such Cargo impeding the discharge of  
the Vessel will be landed and stored at  
Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
DAVID SASSOON, SONS & Co.,  
Agents.

Hongkong, March 5, 1895. 457

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No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
CHAS. J. GAUPP & Co.,  
Chronometer, Watch & Clock Makers,  
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND  
METHODOLOGICAL  
INSTRUMENTS.

VOIGTLANDER'S CELEBRATED  
BINOCULARS and TELESCOPES.

REINER'S LIQUID and OTHER COMPASSES.

ADMIRALY and IMPRIMER CHARTS.

NAUTICAL BOOKS.

English SIGNS & ELECTRO-PLATED WARE,  
Christie & Co.'s ELECTRO-PLATED WARE,  
GOLD & SILVER JEWELLERY

in great variety.

DIAMONDS

AND JEWELLERY.

A Splendid Collection of the Latest London  
PATENTS, &c., &c.

## Intimations.

CANTON INSURANCE OFFICE,  
LIMITED.

ADJUSTMENT of Bonus for the Year 1894.

CONTRIBUTORS to the above Office  
are requested to furnish the Undersigned  
with a List of their Contributions for the  
year ending 31st December, 1894.

In Order that the DISTRIBUTION of  
BONUSES may be arranged. Returns re-  
ndered prior to the 31st day of March  
instant, will be adjusted by the Office,  
and no Claims or Alterations will be sub-  
sequently admitted.

JARDINE, MATHESON & Co.,  
General Agents,  
CANTON INSURANCE OFFICE, LIMITED.

Hongkong, March 1, 1895. 427

TO-DAY'S ADVERTISEMENTS.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE

AND YOKOHAMA.

The Co.'s Steamship

Caledonian,

Capt. FLAUDEN, will be  
despatched for the above

PORTS TO-MORROW (Friday), the 8th

Instant at 9 a.m.

For Freight or Passage, apply to

O. TOURNAIRE,  
Acting Agent.

Hongkong, March 7, 1895. 423

STEAMSHIP CALEDONIAN.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London  
ex S.S. 'Ortega' and from Bordeaux ex  
S.S. 'Loyalty' and 'Frederick Morel',  
in connection with the above Steamer, are  
hereby informed that their Goods—with  
the exception of Opium, Treasure and  
Valuables—are being landed and stored  
at their risk into the Godown of the  
HONGKONG & KOWLOON WHARF AND GODOWN  
COMPANY LTD., at Kowloon, whence delivery  
may be obtained immediately after landing.  
Optional Cargo will be forwarded unless  
intimation is received from the Consignee  
before 5 p.m. To-DAY (Thursday), requesting  
it to be landed here.
Bills of Lading will be countersigned by  
the Undersigned.

Goods remaining unclaimed after 7 A.M.

will be subject to rent, and landing charges.

All Claims must be sent to the Undersigned  
before THURSDAY, the 14th March, or they  
will not be recognized.

All Damaged Packages will be examined  
on THURSDAY, the 14th March, at 3 p.m.

No Fire Insurance has been effected.

C. TOURNAIRE,  
Acting Agent.

Hongkong, March 7, 1895. 422

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## THE CHINA MAIL.

The steamer *Nürnberg*, which arrived from Japan to-day, reports that West of Shimonesaki Strait, she passed two Japanese ironclads and three of the captured Chinese men-of-war, which had the Chinese flag flying below the Japanese. In Nagasaki were three Japanese men-of-war, one in the dry dock and the other two, the *Nanwa* and *Yoshiro*, had their repairs finished and taken in coal.

We have received a Sydney paper containing a report of a deputation of Chinese residents to Mr Quong Tart on the question of Chinese restrictions in the Australian Colonies. *Zee Hing* explained that about two years ago the Chinese merchants in Sydney waited upon Mr Tart and asked him to act for them in this matter, but it having been considered that the time was not then ripe for representation on the subject, the movement was allowed to remain in abeyance. However, as the Premiers of the colonies were to meet in conference upon the subject of federation in a day or two, it was considered advisable that steps should be taken to have the matter placed before them. The deputation represented not only local Chinese residents, but it represented the leading merchants in the whole of the colonies. It was want of opportunity that had prevented them from taking action before; but now that the occasion had arisen, he hoped that Mr Tart would interest himself in the matter, and lay their wishes before the Federation Conference. Mr Tart promised the deputation that he would do all in his power to have their wishes properly represented at the meeting in Hobart. It was, indeed, a small thing they were asking, and one which he thought might well be conceded. He always liked to see fair play. The Chinese were the only people upon whom restrictions were placed. The Japanese were allowed to land in Australia, but whenever any of their countrymen attempted to come ashore they were stopped short like grandfathers' clock. The deputation could rely upon his hearty co-operation.

A charming variety of weather has been experienced in London during the last few days. Here is a specimen for six hours on Wednesday, Jan. 23:—

9.30.—Rain. 10.10.—Terrible gale from N.E. 10.5.—Very snow-storm. 10.5.—Thunder and lightning. 11.15.—Snow-storm. 10.5.—Blizz. N.E. wind, accompanied by terrific cold and freezing rain.

This may, we think, be noted as a record, and surpasses the weather immortalized in the American verse:—

First it rained, and then it blew,  
And then it rained, and then it blew,  
And then it came a shower of rain,  
And then it rained and blew again.

During the storm an extraordinary occurrence took place. Almost simultaneously with one of the severe claps of thunder the steeple of St. Clement Danes' Church in the Strand was so shaken that the bells were set ringing, and were heard distinctly in one of the rooms in the basement of the Law Courts opposite St. Stephen's Church, Rochester Row, Westminster, set a fire by lightning; but the bell-ringer managed to put out the flames.

The following items are taken from the *L. and O. Express* of Feb. 1:—

The Hon. T. H. Whitehead, M.L.C., of Hongkong, will, as we have already announced, read a paper at the Royal Colonial Institute, Whitehall Rooms, Metropole, on Tuesday, Feb. 12, at eight o'clock, on 'The Critical Position of British Trade with Oriental Countries.' Mr. Whitehead was recently elected a Fellow of the Royal Statistical Society.

An opening contemporary in giving the outlines of Government's naval programme refers to the position in respect of works, and specially mentions the case of Hongkong, which, the writer says, is particularly clamant, for reasons needless to specify. They Britain has not a dock to put a gun-boat in, and the private docks to which we have to resort are very much in demand by private ships, and exorbitant charges are made upon warships. Our establishment is wholly inadequate. It is too small, and there has been a long controversy as to the acquiring of the land, so that the yard might be extended. The plan is not sufficient to build a large steamer, and should any of our cruisers get damaged it would be a very difficult matter putting them right. The money considered necessary here is at least half a million.

Somewhat tardily, perhaps, *The Times* has discovered that a British dollar is shortly to make its appearance, and that the end of the Chino-Japanese War, and the opening up of China, which is anticipated as one of its consequences, will therefore find a British coin ready to meet the increased currency requirements of the new commercial era in the East. After giving some particulars, with which our readers will be familiar, the journal states, in concluding:—

"If the present war bring about the long-expected opening of China, with new centres on the coast and coarser sets of commerce in the interior, a wide field of usefulness may lie before the new coin. Its projectors had two models to choose between—the Mexican dollar and Japanese yen. At first the Mexican dollar, averaging about 417 grains and 602 fine, was preferred, so as to enable the British dollar to compete with it in North China by a weight of 417 grains and 900 fine. But eventually the standard of the Japanese yen, 416 grains 900 fine, has been adopted. It is well known that the slightly lighter weight and lower touch of the yen did not interfere with its being freely accepted in the Straits Settlements, while Hongkong the difference was immaterial, as payments are there made by weight and not by count. The well-known law which tends to the disappearance of the better portion of the currency of a country and leaves only the inferior in circulation has been utilised as against the Mexican dollar alike by the Japanese yen and the new British coin. Whatever may be the future of the new coin, it adds to our national prestige that a serious danger has been averted, and fresh possibilities have been created, in the currency of the Far East under the impulsion of British private effort, chiefly, indeed, by the efforts of two British banks, the Chartered Bank of India and the Hongkong and Shanghai Banking Corporation.

Misses Brown and Doxey, cotton manufacturers, of Manchester, who recently despatched the s.s. *Asiatic* to Wuchow, China, with a cargo of spinning machinery, have just chartered a second vessel, the s.s. *St. Paul*, to carry similar cargo to the same port. The *St. Paul* is owned in Abertor, and has a cargo capacity of about 4,200 tons measurement. The charterers of this vessel, as well as the preceding one, are Messrs. Shaw, Adams, and Co., of London. The *St. Paul* is due in Manchester on 20th, and will land to No. 8 dock.

## REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.]

London, March 7, 1895.—THE PEACE NEGOTIATIONS.—OLD NEWS.

Li Hung Chang, whose credentials have been accepted by Japan, has started for that country via Tientsin.

## MOVEMENTS OF JAPANESE TROOPS.

Japan notifies her intention of occupying Newchwang.

The Third Japanese Division has occupied Au-shong-cheng unopposed.

## INFLUENZA IN GREAT BRITAIN.

Mr. H. H. Asquith, the Home Secretary, is suffering from an attack of influenza.

## THE BRITISH-AUSTRALIAN CRICKET MATCH.

Mr. Stoddart's team has won the final match by six wickets.

## THE CHINA-JAPAN WAR.

## WITH THE JAPANESE ADVANCE ARMY.

## AN EXCITING ADVENTURE.

## FOREIGN CORRESPONDENTS LOST IN A SNOWSTORM.

## THE DISCOMFORTS AND DIFFICULTIES OF A WINTER CAMPAIGN.

(From Our Special War Correspondent.)

Hung-chiao-hai, Jan. 29.

Yesterday we foreign correspondents (Mr. W. G. Smith and our Correspondent) got lost—a particularly easy thing to do in this war. The march was to have commenced at nine o'clock from Chiao-to-shu, since the day's journey grows shorter as Wei-hai-wei grows nearer; but for some reason a change was made. General Sakuma moved out before seven o'clock, and we had to start late to catch up with him. He had gone away Southwest of the regular line of march, to inspect the scene of yesterday's fight and the country beyond; and we, when making our way out of the village and asking directions of the soldiers, were led neither to the proper army track marked out by pioneers, nor to the General's whereabouts, but instead got on the track of a squad of cavalry that had been sent miles away Southwest and had returned. For a long distance we found plenty of footprints in the snow, or on the bare soil of the fields; occasionally, we passed a few soldiers, but all that they could say in reply to our questions was that they were sent here, and knew nothing about the General or his main force—perhaps he had come this way, or would, or perhaps not. The footprints kept away on a Southwest course, though Wei-hai-wei should be in a general way due West or to the North of West; but that was not necessarily a material point. The usual indications of the pioneer corps were not here; but that might mean anything or nothing. All that we could say for certain was that we had been put on this track from Chiao-to-shu, as being the right track, and that we had followed where the footprints led. But they were growing remarkably few and thin, though we had not yet passed any large body of men; how could we tell that almost all the men who had made the mark had returned? And how should we know that one of the many small side-tracks was the one made by the General himself, cutting across country to regain his army, northward? At some points a soldier would tell us that we were all right; at one tiny hamlet an officer, taking up quarters with a squad of cavalry, came a mile or two to show us what he was sure must be the proper way; and then at the next village two staff officers returning eastward told us definitely that there was no General or army anywhere in this direction. They could not say where to go. We went into the village to ask, and found that this was the extreme limit reached by a troop of horses sent to follow up the previous day's retreat of the Chinese, that there was not a single Japanese who had not waste a second to the enemy's men-of-war, who had not waste a second they were to fire upon it. The enemy's torpedo boat came within a short distance and directed their machine guns at the doomed craft. The crew of our boat was prepared to die, and the commander burnt all important papers, and documents in his possession, and then all concealed themselves in the bottom of the boat, and waited for her to sink. The sounds of the destruction of the funnel were heard; and then a violent shock was felt, and this shock was repeated several times, the men feeling that their last moment had come on every successive occasion. By the afternoon, the repairing of the guns on the occupied fort on the shore was completed, and fire was opened on the enemy's vessels and they quickly retired. At 3 p.m., a boat came to the assistance of the stranded-wreck and rescued the seven men. Lieutenant Fukushima, commander of the unfortunate boat, had taken off his wet uniform and wore nothing but a shirt. He kept his sword in his right hand and refused to go back, stating that it was his duty to die with his boat. All tried to induce him to leave the ship, but the Lieutenant refused. Finally he consented to go back, or being ordered to do so by the commander of the torpedo boat squadron. Indeed, Lieutenant Fukushima is a model Japanese naval man. A Sub-Lieutenant and his sailor fell overboard as they were being removed to the rescuing boat and were frozen to death.—*Japan Advertiser*.

The village temple was the only place that seemed unoccupied. The natives took practically no notice of us at all, and we made the best of the situation. Our horses carried blankets and food, and of course we had something in our flocks; for fuel we helped ourselves to a few chairs, tables, and odd pieces of wood about the temple courtyard. An adjacent haystack was ingeniously serviceable in several ways, and

really nothing more could have been desired—except information about the army and its progress. This we obtained early this morning, on returning in the direction of Chiao-to; General Sakuma had only moved about five miles yesterday, and we got on the right track and caught him up in two or three hours. Not faraway, northeast from our temple, we described a baggage-train, moving northwest; on making for it, we got all the information required, and soon were level with the marching column. The pioneers' signs and posts and the field telegraph line, laid on the ground a few yards apart from the beaten path, were the first infallible signs; then we found successively the spar ammunition trains, rice pack-horses, horse corps, telegraph corps, artillery, infantry, cavalry, and then the staff and General. The battle was not to be to-day, after all; but there was to be a little fighting, for the scouts had discovered a strong Chinese outpost threatening our road to Wei-hai-wei. The booming of heavy guns, which had been audible even in Yungking, now sounded as if the forts must be just over the ridge of mountains in front of us; but the map shows several ridges, nearly ten miles.

The paths in this part are more hillside gullies, which I should say cannot possibly be made passable for field artillery or carts except after months of work—that is to say, the paths along which we are moving; there are valley roads, of a sort, but the army is going across instead of along them, for various reasons. Snow and ice, averaging an inch or two, make travel difficult, which I should say cannot possibly be made passable for field artillery or carts except after months of work—that is to say, the paths along which we are moving; there are valley roads, of a sort, but the army is going across instead of along them, for various reasons. Snow and ice, averaging an inch or two, make travel difficult, which I should say cannot possibly be made passable for field artillery or carts except after months of work—that is to say, the paths along which we are moving; there are valley roads, of a sort, but the army is going across instead of along them, for various reasons. 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## Mails.

## Mails.

## Intimations.

## Intimations.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the Harbour *c*. Shipping or midway between each shore are marked *d*, in conjunction with the figures denoting the sections.

Section.	From Green Island to the Gas Works.	From Naval Yard to Blue Building.
1.	From Gas Works to Jardine's Wharf.	2. From Blue Building to East Point.
2.	From Jardine's Wharf to the Harbour Master's Office.	3. From Kellie's Island to North Point.
3.	From Harbour Master's Office to the P. and O. Co.'s Office.	4. From P. and O. Co.'s Office to Pedder's Wharf.
4.	From P. and O. Co.'s Office to Pedder's Wharf.	5. From Pedder's Wharf to the Naval Yard.

NORDDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
NAELLES, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIK PORTS;  
ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Prinz Heinrich. | Friday, March 8.  
Bayern. | Monday, April 1.  
Freuden. | Monday, April 23.

TO-MORROW, the 8th day of March, 1895, at 9 a.m., the Company's S.S. PRINZ HILDEBRAND, Cape Engeland, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till noon on WEDNESDAY, the 6th March, Cargo and Specie will be received on board, until noon, on THURSDAY, the 7th March, and Parcels will be received (at the Agency's Office) until noon, on THURSDAY, the 7th March. Contents of Packages are required. No Parcel Receipts will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

When can be washed on board.

For further Particulars, apply to  
MELOHERS & CO., Agents.

Hongkong, March 7, 1895. 302

Occidental & Oriental Steam-  
Ship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA

THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki, Kobe, Island Sea & Yokohama) Tuesday, March 19, at noon.

Geno (via Nagasaki, Kobe, Island Sea, and Yokohama) Tuesday, April 9, at noon.

Baltic (via Nagasaki, Kobe, Island Sea and Yokohama) Thursday, May 8, at noon.

Yokohama (via Nagasaki, Kobe, Island Sea and Yokohama)...

THE Steamer COPTIC will be  
despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on TUESDAY, the 19th March, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and name will be received at the Company's Office until 6 p.m. the day previous to sailing.

Commuter Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,  
Agent.

Hongkong, February 28, 1895. 413

NORTHERN PACIFIC STEAMSHIP  
AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

S.S. | Tuesday, March 19.

Victor. | Tuesday, April 23.

Tacoma. | Tuesday, May 14.

S.S. | Tuesday, June 4.

THE Steamer SIKE, Captain J. ROWLEY, sailing at Noon, on TUESDAY, the 19th March, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canada, and United States Points.

Circular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full, by 6 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, March 1, 1895. 413

## Mails.

## Mails.

## Intimations.

## Intimations.

STAINFIELD'S PRIVATE HOTEL,  
3 DUDDELL STREET.COMFORTABLY FURNISHED ROOMS,  
with every convenience.

Accommodation for Table Boarders.

Particulars, Address,

Mrs. STAINFIELD,  
Proprietress.

Hongkong, January 5, 1895. 33

## FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

## JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

## &amp;c., &amp;c., &amp;c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by

the Undersigned.

MITSU BUSSAN KAI SHA,

P. BOHM,  
Proprietor and Manager.

Hongkong, January 2, 1895. 1612

WINDSOR HOTEL,  
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as 'CONNAUGHT HOUSE', offers First-Class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,

## Proprietor and Manager.

Hongkong, November 24, 1894. 1607

SAFETY—SPEED—PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,

VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

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THE magnificient Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and crossing the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, General Agent,

PEDDER STREET.

Hongkong, February 20, 1895. 362

## NOTICE.

## COMPAGNIE DES MESSAGERIES

## MARITIMES.

## PAQUEBOTS POSTE FRANCAIS.

## STEAM FOR

## SAIGON, SINGAPORE, BATAVIA,

## COLOMBO, ADEN, SUEZ,

## PORT SAID,

## MEDITERRANEAN AND

## BLACK SEA PORTS, ALEXANDRIA,

## MARSELLES, LONDON,

## HAVRE AND BORDEAUX;

## ALSO.

## PORTS OF BRAZIL AND LA PLATA.

## Coptic.

## TUESDAY, March 19,

## at noon.

## Geno.

## TUESDAY, April 9,

## at noon.

## Baltic.

## THURSDAY, May 8,

## at noon.

## Yokohama.

## TUESDAY, May 14,

## at noon.

## S.S. | Tuesday, June 4.

## Intimations.

## Easily Taken Up.

## Cod Liver Oil

## as it appears in

## Scott's Emulsion

## is easily taken up

## by the system

## In no other form

## food can so much fat

## be assimilated without injury to the organs of digestion.

## All Parcel Packages should be marked to address in full, and name will be received at the Company's Office until 6 p.m. the day previous to sailing.

## Commuter Invoices to accompany Cargo

## destined to points beyond San Francisco, in the United States, should be sent to the Collector of Customs, San Francisco.

## For further information as to Freight

## or Passage, apply to the Agency of the

## Company, No. 7, Praya Central.

## J. S. VAN BUREN,

## Agent.

## Hongkong, February 28, 1895. 413

NORTHERN PACIFIC STEAMSHIP  
AND RAILROAD COMPANIES.

## PROPOSED SAILINGS FROM HONGKONG.

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